

# A Message from Governor Blagojevich



Rod R. Blagojevich, Governor

Dear Reader:

Keeping people safe on Illinois roadways continues to be a top priority for my administration.

I had one primary goal in mind when I signed the primary safety belt law in 2003 giving law enforcement the power to pull drivers over for not wearing safety belts, and that goal was saving lives. The safety belt usage rate is now 90.5 percent and for the second consecutive year, we have recorded the fewest fatalities on Illinois roadways since 1924. Illinois had a total of 1,248 fatalities at the end of 2007.

Over 200 fewer people were killed on Illinois roadways during 2007 than 2003, and over 28,000 fewer people were injured. This is clear and convincing evidence that the law is working and that safety belts do save lives.

Please remember to buckle up, every trip, every time.

Sincerely,

A handwritten signature in black ink that reads "Rod Blagojevich". The signature is written in a cursive, flowing style.

Rod R. Blagojevich

Dear Reader:

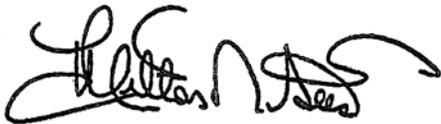
The Illinois Department of Transportation (IDOT) is committed to providing a safe travel environment for Illinois residents and other motorists traveling the state's highways and local roads.

The "2007 Illinois Crash Facts & Statistics" includes data that illustrate these accomplishments and also provides information about key events in the history of traffic safety-related legislation. Also included, are summaries of motorcycle helmet usage and general information about programs and services offered by the Division of Traffic Safety.

Motorists enjoyed the safest year on Illinois roadways in more than 80 years during 2007, as traffic fatalities dropped below 1,250 for the first time since 1924. Some 200 fewer people were killed during each of the years 2006 and 2007 than in 2003, when the primary safety belt law was passed. Since 2003, safety belt usage among Illinois motorists has increased from 76 percent to over 90 percent in 2008, the highest usage rate in Illinois history for the second year in a row.

Thank you for all you do to make Illinois roadways safer.

Sincerely,



Milton R. Sees, P.E.  
Secretary

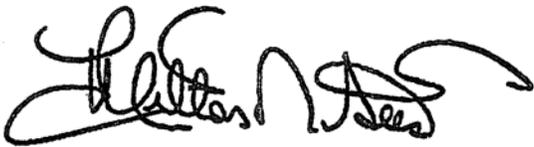
## A Message from Secretary Sees



Milton R. Sees, Secretary

## Acknowledgments

The Division of Traffic Safety would like to express its appreciation to the local, county, and state law enforcement agencies for their assistance in investigating and reporting traffic crashes and to the County Coroners and the Medical Examiner of Cook County for providing pertinent information. Without their efforts and cooperation, this publication would not have been possible.



Milton R. Sees, P.E.  
Secretary of Transportation



Michael R. Stout  
Director of Traffic Safety

Compiled by: Illinois Department of Transportation  
Division of Traffic Safety  
Crash Information Staff  
Crash Records Staff

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# 2007 Quick Facts

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## GENERAL

- 1,248 persons died in crashes in Illinois during 2007.
- An additional 103,156 persons were injured in crashes.
- Travel increased by 0.6 percent compared to the previous year.
- The mileage death rate decreased by 0.9 percent from 2006 to 2007.

## ECONOMIC COSTS\*

- The total estimated cost of crashes in Illinois for 2007 was \$11.5 billion.
- Each fatality was estimated to cost \$1,200,000.
- An incapacitating injury ("A" injury) was estimated to cost \$64,400.
- A nonincapacitating evident injury ("B" injury) was estimated to cost \$20,900.
- A possible injury ("C" injury) was estimated to cost \$11,800.
- A property damage crash was estimated to cost \$8,400.

## FATAL

- 1,248 persons were killed in 1,126 fatal crashes in 2007.
- There was an average of 1.1 deaths per fatal crash.
- 28.8 percent of the fatal crashes occurred at intersections.
- 79.1 percent of the fatal crashes occurred on dry roadways.
- 45.5 percent of the fatal crashes occurred during daylight hours.
- 56.1 percent of the fatal crashes occurred on urban roadways.
- 31.4 percent of the fatal crashes involved a collision with a fixed object.

## ALCOHOL

- 43.9 percent of all fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC).
- 45.2 percent of the fatally injured drivers 16-24 years of age who were tested had a positive BAC.

## PEDESTRIAN

- 172 pedestrians were killed in 2007.
- An additional 6,171 pedestrians were injured in crashes.
- Over 8 percent of the pedestrians killed were under 15 years of age.
- Over 18 percent of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested, 48.5 percent had a positive BAC.

\* Based on estimates made by the National Safety Council for 2007. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities.

## PEDALCYCLE

- Riders under the age of 16 accounted for 11.1 percent of the pedalcyclist deaths and 23.8 percent of pedalcyclist injuries.

## MOTORCYCLE

- There were 4,819 motorcycle crashes in the year 2007.
- The number of motorcyclists killed increased by 18.9 percent from the previous year.

## SCHOOL BUS

- No school-age passengers were killed in a school bus in 2007, although 178 were injured.
- No school bus drivers were killed in school buses; 103 were injured.

## TRACTOR-TRAILER

- 124 persons were killed in tractor-trailer crashes.
- 12 of the persons killed were occupants of the tractor-trailer, while 102 were occupants of another type of vehicle.

## TRAIN

- 41.7 percent of the fatal train crashes occurred at crossings with gates.
- 8.3 percent of the fatal train crashes occurred at crossings with types of traffic control other than gates, flashers, or warning signs.

## WORK ZONE

- There were 18 fatal crashes in work zones in 2007, in which 21 people were killed.
- Two of the persons killed were roadway construction workers.

## DEER

- There were 24,999 crashes involving deer in 2007.
- Five deer crashes involved a fatality.

The information contained in this publication, as well as historical crash data and trends, may be found at our website:  
[www.dot.il.gov/trafficsafety/crashreports.html](http://www.dot.il.gov/trafficsafety/crashreports.html)

# 2007 Crash Data

**IMPORTANT**

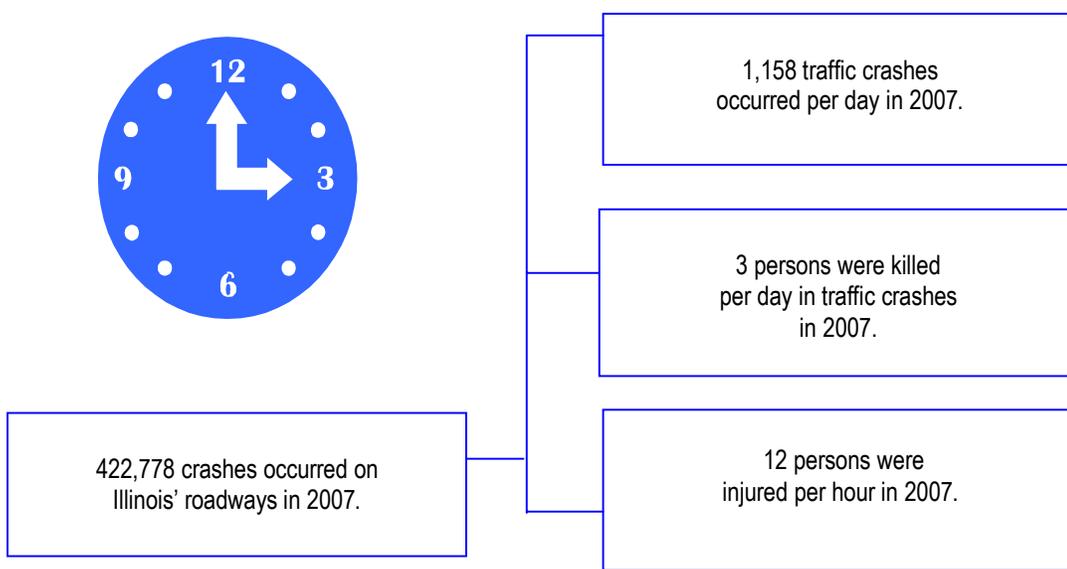
The data provided in this section are based on reported crashes which occurred on public roadways within Illinois.

# 2007 Crash Data

Refer to note on page 9 for definition of data included.

	2007
Registered Motor Vehicles	10,207,156
Licensed Drivers	8,667,801
Vehicle Miles Traveled	107,403,168,918
Crashes	422,778
Injuries	103,156
Deaths	1,248
Mileage Death Rate (Per Hundred Million Vehicle Miles Traveled)	1.16

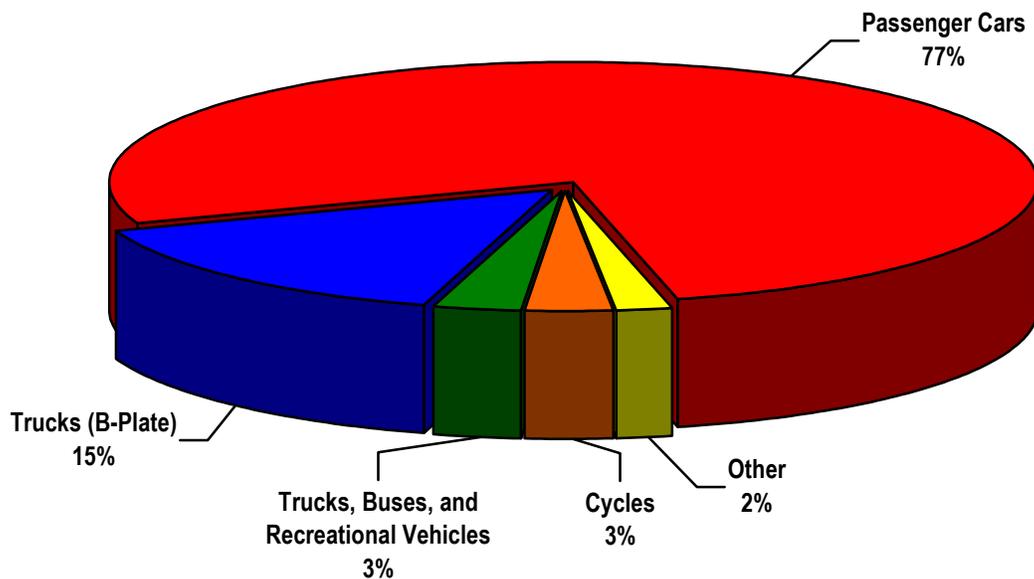
## Illinois' Highway Safety Clock



## 2007 Crash Data

Refer to note on page 9 for definition of data included.

### Registered Motor Vehicles by Type



### Motor Vehicles Involved in Crashes

TYPE OF MOTOR VEHICLE	CRASH SEVERITY			VEHICLE OCCUPANTS	
	Fatal	Injury	Total	Killed	Injured
Passenger car	1,030	99,314	577,679	673	71,714
Pickup truck	238	11,292	65,900	123	6,752
Van	132	11,070	61,760	63	7,798
Other single unit truck	27	1,638	12,771	5	550
Truck-tractor with semi-trailer	121	2,390	17,024	12	600
Farm tractor/farm equipment	4	68	249	1	20
School bus	4	351	2,351	0	325
Other bus	7	654	4,187	1	530
Motorcycle (under 150 cc)	6	445	715	6	451
Motorcycle (over 150 cc)	155	2,754	4,231	151	2,939
Other or unknown	34	3,355	38,886	17	1,413

## 2007 Crash Data

Refer to note on page 9 for definition of data included.

### Drivers Involved in Crashes By Age and Crash Severity

AGE	CRASH SEVERITY						TOTAL LICENSED DRIVERS
	Fatal	Rate	Injury	Rate	Total	Rate	
15 or Younger	3	0.05	244	3.98	1,109	18.09	61,317
16	44	0.34	2,968	22.75	14,904	114.25	130,454
17	38	0.26	3,600	24.35	18,747	126.82	147,820
18	52	0.35	4,114	27.55	20,587	137.87	149,324
19	59	0.38	3,792	24.70	18,832	122.65	153,543
20-24	248	0.33	16,705	21.89	87,255	114.36	763,008
25-29	167	0.21	14,308	17.70	78,045	96.57	808,163
30-34	140	0.19	12,001	16.14	65,130	87.59	743,609
35-39	143	0.18	11,961	14.99	64,840	81.24	798,163
40-44	170	0.21	11,588	14.15	62,475	76.30	818,813
45-49	139	0.16	11,066	12.77	60,024	69.28	866,380
50-54	113	0.14	9,382	11.53	50,816	62.42	814,043
55-59	104	0.15	7,249	10.41	39,613	56.87	696,527
60-64	67	0.12	5,140	9.43	27,524	50.51	544,905
65-69	54	0.13	3,481	8.66	17,818	44.31	402,106
70-74	39	0.13	2,349	7.86	12,233	40.92	298,939
75 or Older	93	0.20	3,993	8.48	19,457	41.34	470,687
Unknown	39	--	6,126	--	69,696	--	--
<b>TOTAL</b>	<b>1,712</b>	<b>0.20</b>	<b>130,067</b>	<b>15.01</b>	<b>729,105</b>	<b>84.12</b>	<b>8,667,801</b>

Rates are expressed as the number of drivers involved in a particular type of crash per 1,000 licensed drivers.

## 2007 Crash Data

Refer to note on page 9 for definition of data included.

### Drivers Involved in Crashes

	16-20 YEARS OF AGE	21-64 YEARS OF AGE	65 YEARS OR OLDER
Total Crashes	90,691	518,101	49,508
Fatal Crashes	251	1,233	186
Injury Crashes	17,978	95,896	9,823
Licensed Drivers	737,605	6,697,147	1,171,732
Fatal Crash Ratio <sup>1</sup>	2.77	2.38	3.76
Fatal Crash Rate <sup>2</sup>	0.34	0.18	0.16
Total Crash Rate <sup>3</sup>	122.95	77.36	42.25

<sup>1</sup> Drivers involved in fatal crashes per 1,000 total crashes.

<sup>2</sup> Drivers involved in fatal crashes per 1,000 licensed drivers.

<sup>3</sup> Drivers involved in all crashes per 1,000 licensed drivers.

### Holiday Traffic Crashes

HOLIDAY	TOTAL DAYS	CRASH SEVERITY			PERSONS		Average Killed Per Day
		Fatal	Injury	Total	Killed	Injured	
Memorial Day	3.25	11	535	3,036	11	837	3.4
Fourth of July	1.25	4	224	1,260	4	308	3.2
Labor Day	3.25	17	646	2,972	20	996	6.2
Thanksgiving	4.25	12	665	4,301	18	1,005	4.2
Christmas	4.25	13	665	4,375	13	971	3.1
New Year's	4.25	11	620	4,775	11	912	2.6

Crash counts begin at 6 p.m. on the day before the first full day of the holiday period and end at midnight on the last day of the holiday period.

## 2007 Crash Data

Refer to note on page 9 for definition of data included.

### Crashes by Road Surface Condition

ROAD SURFACE CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Dry	891	54,354	243,818	299,063
Wet	149	11,597	52,747	64,493
Ice or Snow	68	5,237	32,313	37,618
Sand, Mud or Dirt	2	101	323	426
Other	5	283	837	1,125
Unknown	11	1,578	18,464	20,053
<b>TOTAL</b>	<b>1,126</b>	<b>73,150</b>	<b>348,502</b>	<b>422,778</b>

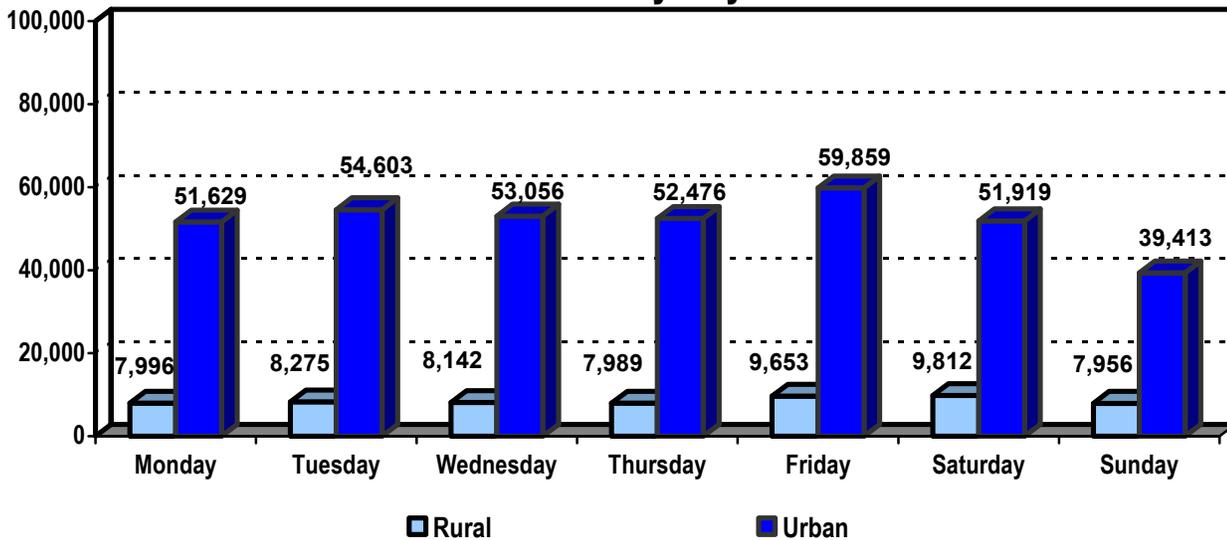
### Crashes by Light Condition

LIGHT CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Daylight	512	49,553	224,170	274,235
Dawn	12	1,010	5,571	6,593
Dusk	21	1,645	7,993	9,659
Darkness	352	8,291	46,047	54,690
Darkness – Road Lighted	223	12,304	56,651	69,178
Unknown	6	347	8,070	8,423
<b>TOTAL</b>	<b>1,126</b>	<b>73,150</b>	<b>348,502</b>	<b>422,778</b>

# 2007 Crash Data

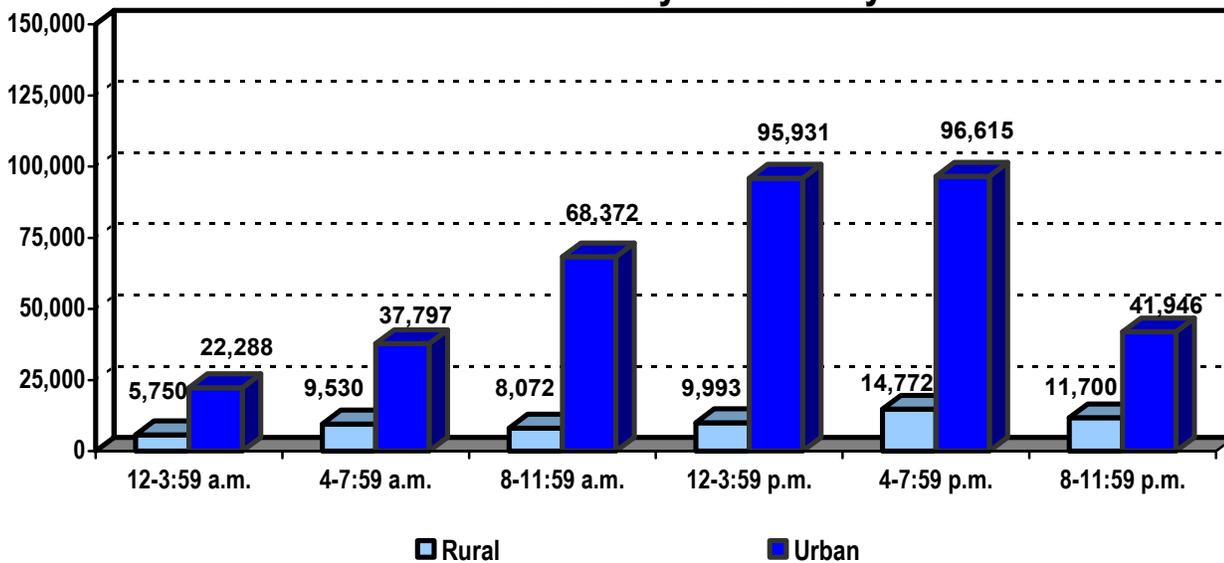
Refer to note on page 9 for definition of data included.

### Crashes by Day of Week



The greatest number of crashes occurred on Friday, with 59,859 crashes in urban locations and 9,653 crashes in rural locations. The second largest number of crashes occurred on Tuesday.

### Crashes by Time of Day



Note: There were twelve crashes for which the time of day is unknown.

69.5 percent of all crashes for which the time of day is known occurred between 8:00 a.m. and 7:59 p.m. 88.8 percent of these 293,755 crashes occurred on urban roadways.

## 2007 Crash Data

Refer to note on page 9 for definition of data included.

### Crashes by Type of Roadway

TYPE OF ROADWAY	CRASH SEVERITY			PERSONS		PEDESTRIANS
	Fatal	Injury	Total	Killed	Injured	KILLED
<b>URBAN</b>						
State Highways	205	18,618	96,154	224	27,042	45
<i>Percent</i>	18.2	25.5	22.7	17.9	26.2	26.2
Interstate Type Roads	101	4,998	32,734	118	7,156	7
<i>Percent</i>	9.0	6.8	7.7	9.5	6.9	4.1
City Streets and Roads	215	27,050	172,823	228	36,677	55
<i>Percent</i>	19.1	37.0	40.9	18.3	35.6	32.0
Unmarked State Routes	111	11,036	61,244	129	15,811	31
<i>Percent</i>	9.9	15.1	14.5	10.3	15.3	18.0
<b>Urban Total</b>	<b>632</b>	<b>61,702</b>	<b>362,955</b>	<b>699</b>	<b>86,686</b>	<b>138</b>
<i>Percent</i>	56.1	84.4	85.9	56.0	84.0	80.2
<b>RURAL</b>						
State Highways	188	3,515	19,235	208	5,368	14
<i>Percent</i>	16.7	4.8	4.5	16.7	5.2	8.1
Interstate Type Roads	46	835	5,144	50	1,317	2
<i>Percent</i>	4.1	1.1	1.2	4.0	1.3	1.2
County and Local Roads	241	6,706	33,291	269	9,184	16
<i>Percent</i>	21.4	9.2	7.9	21.6	8.9	9.3
Unmarked State Routes	19	392	2,153	22	601	2
<i>Percent</i>	1.7	0.5	0.5	1.8	0.6	1.2
<b>Rural Total</b>	<b>494</b>	<b>11,448</b>	<b>59,823</b>	<b>549</b>	<b>16,470</b>	<b>34</b>
<i>Percent</i>	43.9	15.6	14.1	44.0	16.0	19.8
<b>TOTAL</b>	<b>1,126</b>	<b>73,150</b>	<b>422,778</b>	<b>1,248</b>	<b>103,156</b>	<b>172</b>
<i>Percent</i>	100.0	100.0	100.0	100.0	100.0	100.0

In 2007, there were 1,248 fatalities, including 172 that were pedestrians. 80.2 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 56.0 percent of all fatalities and 84.0 percent of all injuries resulted from crashes on urban roadways.

## 2007 Crash Data

Refer to note on page 9 for definition of data included.

### Crashes by Type of Traffic Control

TYPE OF TRAFFIC CONTROL	CRASH SEVERITY			
	Fatal	Injury	Property Damage	Total
No Controls	646	34,740	196,634	232,020
Stop Sign/Red Flasher	109	10,014	34,322	44,445
Traffic Control Signal	113	20,102	75,801	96,016
Yield Sign/Yellow Flasher	4	365	1,282	1,651
Police Officer/Flagman	2	135	443	580
RR Crossing Gates	6	108	747	861
Other RR Crossing Device	5	74	285	364
School Speed Zone	0	31	96	127
No Passing Zone	27	552	2,386	2,965
Other Regulatory Sign	7	341	1,194	1,542
Other Warning Sign	21	325	1,165	1,511
Lane Use Control Marking	170	5,315	26,339	31,824
Other/Unknown	16	1,048	7,808	8,872
<b>TOTAL</b>	<b>1,126</b>	<b>73,150</b>	<b>348,502</b>	<b>422,778</b>

The greatest number of crashes occurred where no traffic controls were present. Such crashes account for 57.4 percent of fatal crashes, 47.5 percent of injury crashes, 56.4 percent of property damage crashes, and 54.9 percent of total crashes. The second largest number of crashes occurred where a traffic control signal was in effect (22.7 percent of total crashes).

## 2007 Crash Data

Refer to note on page 9 for definition of data included.

### Crashes by Type of Collision

TYPE OF COLLISION	CRASH SEVERITY			PERSONS	
	Fatal	Injury	Total	Killed	Injured
Vehicle Overturned	118	3,061	6,040	125	4,082
Pedestrian	155	5,860	6,038	160	6,149
Train	12	40	123	15	52
Pedalcyclist	17	3,817	3,913	18	3,920
Animal	6	807	26,078	7	940
Fixed Object	354	9,538	46,709	393	11,994
Other Object	11	353	3,381	11	416
Other Noncollision	6	788	3,243	6	900
Parked	12	1,700	48,585	13	2,021
Rear-End	51	19,391	119,623	57	28,037
Head-On	127	1,138	2,712	158	2,451
Sideswipe - Same Direction	19	2,527	36,649	21	3,616
Sideswipe - Opposite Direction	20	913	5,250	21	1,461
Angle	126	10,202	45,358	146	16,646
Turning	92	12,967	68,692	97	20,400
Other	0	48	384	0	71
<b>TOTAL</b>	<b>1,126</b>	<b>73,150</b>	<b>422,778</b>	<b>1,248</b>	<b>103,156</b>

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 31.5 percent of all fatalities in 2007. Rear-end collisions comprise the highest number of injury crashes, resulting in 27.2 percent of all injuries in 2007. Rear-end collisions, which are also responsible for the greatest number of property damage crashes, account for 28.3 percent of total crashes.

# 2007 Crash Data

Refer to note on page 9 for definition of data included.

## Injuries by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	986	936	1,922	7.0	986	936	1,922	2.1
5-9	0	0	0	0.0	1,029	1,076	2,105	7.6	1,029	1,076	2,105	2.3
10-14	41	10	51	0.1	984	1,414	2,398	8.7	1,025	1,424	2,449	2.6
15-19	3,639	4,101	7,740	11.8	1,999	2,893	4,892	17.8	5,638	6,994	12,632	13.6
20-24	4,554	4,524	9,078	13.9	1,450	1,758	3,208	11.6	6,004	6,282	12,286	13.2
25-34	6,800	6,949	13,749	21.0	1,563	2,087	3,650	13.3	8,363	9,036	17,399	18.7
35-44	6,238	5,882	12,120	18.5	975	1,625	2,600	9.4	7,213	7,507	14,720	15.8
45-54	5,373	5,387	10,760	16.4	717	1,723	2,440	8.9	6,090	7,110	13,200	14.2
55-64	3,446	3,125	6,571	10.0	394	1,201	1,595	5.8	3,840	4,326	8,166	8.8
65-74	1,586	1,475	3,061	4.7	208	711	919	3.3	1,794	2,186	3,980	4.3
75 or Older	1,098	1,123	2,221	3.4	204	645	849	3.1	1,302	1,768	3,070	3.3
Unknown	125	42	167	0.3	391	573	964	3.5	516	615	1,131	1.2
<b>TOTAL</b>	<b>32,900</b>	<b>32,618</b>	<b>65,518</b>	<b>100.0</b>	<b>10,900</b>	<b>16,642</b>	<b>27,542</b>	<b>100.0</b>	<b>43,800</b>	<b>49,260</b>	<b>93,060</b>	<b>100.0</b>

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	110	45	155	2.5	16	8	24	0.6	126	53	179	1.8
5-9	297	164	461	7.5	179	56	235	6.1	476	220	696	7.0
10-14	371	281	652	10.6	520	142	662	17.2	891	423	1,314	13.2
15-19	410	341	751	12.2	412	109	521	13.5	822	450	1,272	12.7
20-24	286	280	566	9.2	310	137	447	11.6	596	417	1,013	10.1
25-34	418	423	841	13.7	409	132	541	14.1	827	555	1,382	13.8
35-44	441	325	766	12.5	379	81	460	12.0	820	406	1,226	12.3
45-54	429	352	781	12.7	362	99	461	12.0	791	451	1,242	12.4
55-64	281	217	498	8.1	149	32	181	4.7	430	249	679	6.8
65-74	114	111	225	3.7	62	16	78	2.0	176	127	303	3.0
75 or Older	90	90	180	2.9	29	5	34	0.9	119	95	214	2.1
Unknown	151	108	259	4.2	174	29	203	5.3	325	137	462	4.6
<b>TOTAL</b>	<b>3,398</b>	<b>2,737</b>	<b>6,135</b>	<b>100.0</b>	<b>3,001</b>	<b>846</b>	<b>3,847</b>	<b>100.0</b>	<b>6,399</b>	<b>3,583</b>	<b>9,982</b>	<b>100.0</b>

Note: The totals above do not include 30 drivers, 5 passengers, 36 pedestrians, and 20 pedalcyclists whose age and gender were unknown. An additional 23 occupants of non-motor vehicles were also injured.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers injured amount to 63.5 percent of all injuries in 2007.

Passengers represent 26.7 percent of the total number of injuries in 2007.

Pedestrians account for 6.0 percent of all injuries.

Pedalcyclists account for 3.7 percent of all injuries.

## 2007 Crash Data

Refer to note on page 9 for definition of data included.

### Pedestrian and Pedalcycle Crashes

	PEDESTRIAN		PEDALCYCLE	
<b>Total Crashes</b>	6,191		3,888	
<b>Fatal Crashes</b>	165		17	
<b>Injury Crashes</b>	6,020		3,836	
<b>Property Damage Crashes</b>	6		35	
<b>Number of Crashes by Light Condition</b>				
<b>Light Condition</b>				
Daylight	3,846		2,993	
Dawn	70		37	
Dusk	174		122	
Darkness	630		181	
Darkness – Road Lighted	1,403		510	
Unknown	68		45	
<b>TOTAL</b>	<b>6,191</b>		<b>3,888</b>	
<b>Number of Crashes by Type of Roadway</b>				
<b>Urban</b>				
State Routes	825		641	
Interstate Type Roads	46		7	
City Streets and Roads	3,782		2,414	
Unmarked State Routes	1,355		683	
<b>Urban Total</b>	<b>6,008</b>		<b>3,745</b>	
<b>Rural</b>				
State Routes	50		27	
Interstate Type Roads	2		0	
County and Local Roads	123		109	
Unmarked State Routes	8		7	
<b>Rural Total</b>	<b>183</b>		<b>143</b>	
<b>Number of Persons Killed and Injured by Age</b>				
<b>Age</b>	<b>Pedestrians</b>		<b>Pedalcyclists</b>	
	<b>Killed</b>	<b>Injured</b>	<b>Killed</b>	<b>Injured</b>
4 or Younger	6	155	0	24
5-9	5	461	0	235
10-14	3	652	2	662
15-19	11	751	2	521
20-24	15	566	2	447
25-34	18	841	2	541
35-44	31	766	4	460
45-54	31	781	2	461
55-64	20	498	3	181
65 or Older	31	405	1	112
Unknown	1	295	0	223
<b>TOTAL</b>	<b>172</b>	<b>6,171</b>	<b>18</b>	<b>3,867</b>

# 2007 Crash Data

Refer to note on page 9 for definition of data included.

## Motorcycle Crashes

Motorcycle crashes account for 1.1 percent of all crashes in the year 2007. The number of motorcyclists killed increased by 18.9 percent, from 132 in 2006 to 157 in 2007. These motorcycle fatalities account for 12.6 percent of all fatalities in 2007.

The figures below include motorcycles, motorscooters, motorbikes, and mopeds.

<b>Total Crashes</b>	4,819
<b>Fatal Crashes</b>	154
<b>Injury Crashes</b>	3,108
<b>Motorcyclists Killed</b>	157
<b>Motorcyclists Injured</b>	3,390
<b>Non-Motorcyclists Killed</b>	2
<b>Non-Motorcyclists Injured</b>	253

### OPERATORS KILLED AND INJURED BY AGE

Age	Killed	Injured
9 or Younger	0	0
10-14	1	7
15-19	4	151
20-24	14	447
25-34	34	718
35-44	36	692
45 or Older	53	1,010
Unknown	0	14
<b>TOTAL</b>	<b>142</b>	<b>3,039</b>

### MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

Motorcycle Maneuver	Motorcycles Involved
Going Straight Ahead	2,623
Passing/Overtaking	104
Making Left Turn	215
Making Right Turn	170
Slow/Stopped in Traffic	299
Skidding/Control Loss	673
Changing Lanes	51
Other	629
Parked	182
<b>TOTAL</b>	<b>4,946</b>

## 2007 Crash Data

Refer to note on page 9 for definition of data included.

### School Bus Crashes

In 2007, there were 2,296 school bus crashes. These crashes account for 0.5 percent of the total crashes for the year.

Injury crashes involving school buses increased by 1.8 percent, from 325 in 2006 to 331 in 2007. The number of fatalities also increased by 100.0 percent.

<b>Total Crashes</b>	2,296
<b>Fatal Crashes</b>	4
<b>Injury Crashes</b>	331
<b>Property Damage Crashes</b>	1,961
<b>Urban Crashes</b>	2,079
<b>Rural Crashes</b>	217

#### CRASHES BY TYPE OF ROADWAY

<b>URBAN</b>	
State Routes	373
Interstate Type Roads	50
City Streets and Roads	1,341
Unmarked State Routes	315
<b>Urban Total</b>	<b>2,079</b>
<b>RURAL</b>	
State Routes	42
Interstate Type Roads	0
County and Local Roads	168
Unmarked State Routes	7
<b>Rural Total</b>	<b>217</b>

#### PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
School Bus Drivers	0	103
School Bus Passengers (School-Age)*	0	178
Other School Bus Passengers	0	57
Other Vehicle Occupants	1	242
Pedestrians (School-Age)*	0	4
Other Pedestrians	3	14
Pedalcyclists	0	6
<b>TOTAL</b>	<b>4</b>	<b>604</b>

\* School-Age = Children 5-19 years of age.  
School Bus = Type 1 or Type 2.

## Tractor-Trailer Crashes

There were 16,112 crashes involving tractor-trailers in Illinois in the year 2007. These tractor-trailer crashes account for 3.8 percent of the total crashes.

Fatal crashes involving tractor-trailers account for 9.9 percent of all fatal crashes. Fatal crashes decreased by 3.5 percent, with the number of fatalities decreasing by 10.8 percent, from 139 in 2006 to 124 in 2007.

<b>Total Crashes</b>	16,112
<b>Fatal Crashes</b>	111
<b>Injury Crashes</b>	2,248
<b>Property Damage Crashes</b>	13,753
<b>Vehicle Miles Traveled (Millions)</b>	7,557

### CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	3,533
Interstate Type Roads	4,675
City Streets and Roads	3,688
Unmarked State Routes	1,754
<b>Urban Total</b>	<b>13,650</b>
RURAL	
State Routes	854
Interstate Type Roads	948
County and Local Roads	592
Unmarked State Routes	68
<b>Rural Total</b>	<b>2,462</b>

### PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
Tractor-Trailer Occupants	12	600
Other Vehicle Occupants	102	2,552
Pedestrians	7	35
Pedalcyclists	3	8
<b>TOTAL</b>	<b>124</b>	<b>3,195</b>

# 2007 Crash Data

Refer to note on page 9 for definition of data included.

## Work Zone Crashes

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction, maintenance, or utility workers or designated work zone areas are included.

Work zone crashes account for 1.8 percent of all crashes in 2007.

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<b>Total Crashes</b>	7,729
<b>Fatal Crashes</b>	18
<b>Injury Crashes</b>	1,431
<b>Persons Killed</b>	21
<b>Persons Injured</b>	2,007

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### CRASHES BY TYPE OF ROADWAY

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<b>URBAN</b>	
State Routes	1,145
Interstate Type Roads	3,636
City Streets and Roads	1,825
Unmarked State Routes	655
<b>Urban Total</b>	<b>7,261</b>
<b>RURAL</b>	
State Routes	166
Interstate Type Roads	55
County and Local Roads	220
Unmarked State Routes	27
<b>Rural Total</b>	<b>468</b>

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### PERSONS INJURED BY TYPE OF ROADWAY

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<b>URBAN</b>	
State Routes	387
Interstate Type Roads	809
City Streets and Roads	451
Unmarked State Routes	179
<b>Urban Total</b>	<b>1,826</b>
<b>RURAL</b>	
State Routes	87
Interstate Type Roads	20
County and Local Roads	69
Unmarked State Routes	5
<b>Rural Total</b>	<b>181</b>

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## Deer Crashes

In 2007, there were 24,999 crashes involving deer. Deer crashes account for 5.9 percent of the total crashes.

18.2 percent of deer crashes occurred during daylight hours; 65.0 percent occurred in darkness. Approximately 76.6 percent of deer crashes were on rural roadways, with 43.8 percent of these crashes on state routes.

### CRASHES BY LIGHT CONDITION

Daylight	4,552
Dawn	1,621
Dusk	1,051
Darkness	16,242
Darkness – Road Lighted	1,061
Unknown	472
<b>TOTAL</b>	<b>24,999</b>

<b>Total Crashes</b>	24,999
<b>Fatal Crashes</b>	5
<b>Injury Crashes</b>	729
<b>Persons Killed</b>	5
<b>Persons Injured</b>	846

### CRASHES BY TYPE OF ROADWAY

<b>URBAN</b>	
State Routes	2,731
Interstate Type Roads	951
City Streets and Roads	1,634
Unmarked State Routes	523
<b>Urban Total</b>	<b>5,839</b>
<b>RURAL</b>	
State Routes	8,387
Interstate Type Roads	1,713
County and Local Roads	8,402
Unmarked State Routes	658
<b>Rural Total</b>	<b>19,160</b>

## 2007 Crash Data

Refer to note on page 9 for definition of data included.

### County Motor Vehicle Crash Statistics

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Adams	1,895	5	426
Alexander	221	5	110
Bond	501	1	150
Boone	1,313	10	447
Brown	260	1	35
Bureau	1,182	2	262
Calhoun	251	1	26
Carroll	494	1	113
Cass	379	4	64
Champaign	4,429	19	1,239
Christian	851	5	233
Clark	574	4	85
Clay	413	2	104
Clinton	713	10	197
Coles	1,429	3	337
Cook	206,884	348	44,874
Crawford	700	4	129
Cumberland	372	6	70
DeKalb	2,569	16	777
DeWitt	434	1	82
Douglas	376	3	97
DuPage	29,171	37	7,111
Edgar	481	3	99
Edwards	211	2	23
Effingham	1,395	9	373
Fayette	639	4	170
Ford	277	2	95
Franklin	1,164	14	334
Fulton	1,218	4	294
Gallatin	165	3	45
Greene	385	2	83
Grundy	1,507	12	404
Hamilton	241	3	50
Hancock	575	5	127
Hardin	112	2	53
Henderson	285	2	92
Henry	1,275	5	321
Iroquois	905	10	288
Jackson	1,867	11	536
Jasper	316	2	71
Jefferson	1,434	7	363
Jersey	745	11	215
JoDaviess	775	9	149
Johnson	361	2	66
Kane	14,536	35	4,106
Kankakee	3,214	17	952
Kendall	2,402	14	801
Knox	1,284	9	333
Lake	19,700	36	5,377
LaSalle	3,576	32	895
Lawrence	386	2	77

## 2007 Crash Data

Refer to note on page 9 for definition of data included.

### County Statistics (continued)

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Lee	1,161	8	297
Livingston	888	18	299
Logan	875	11	236
McDonough	911	6	206
McHenry	7,266	30	2,129
McLean	4,390	20	1,278
Macon	3,385	11	1,091
Macoupin	1,133	7	295
Madison	7,485	33	2,086
Marion	1,193	11	351
Marshall	371	4	91
Mason	352	3	65
Massac	454	4	148
Menard	262	1	52
Mercer	344	1	100
Monroe	755	5	184
Montgomery	858	7	240
Morgan	976	5	252
Moultrie	383	3	98
Ogle	1,455	15	365
Peoria	6,088	18	1,785
Perry	649	6	169
Piatt	292	0	103
Pike	931	3	94
Pope	88	2	25
Pulaski	185	2	39
Putnam	238	1	46
Randolph	827	4	184
Richland	477	3	123
Rock Island	4,509	15	1,267
St. Clair	7,938	45	2,407
Saline	725	6	197
Sangamon	6,496	27	1,844
Schuyler	417	1	78
Scott	194	0	40
Shelby	559	5	130
Stark	160	0	56
Stephenson	1,542	9	334
Tazewell	3,405	13	920
Union	529	3	128
Vermilion	2,059	12	646
Wabash	302	0	54
Warren	551	2	131
Washington	475	5	125
Wayne	587	7	125
White	541	3	84
Whiteside	1,557	7	439
Will	16,893	43	4,388
Williamson	2,044	9	534
Winnebago	9,071	30	2,792
Woodford	710	7	246
<b>TOTALS</b>	<b>422,778</b>	<b>1,248</b>	<b>103,156</b>



# 2007 Fatal Crash Data

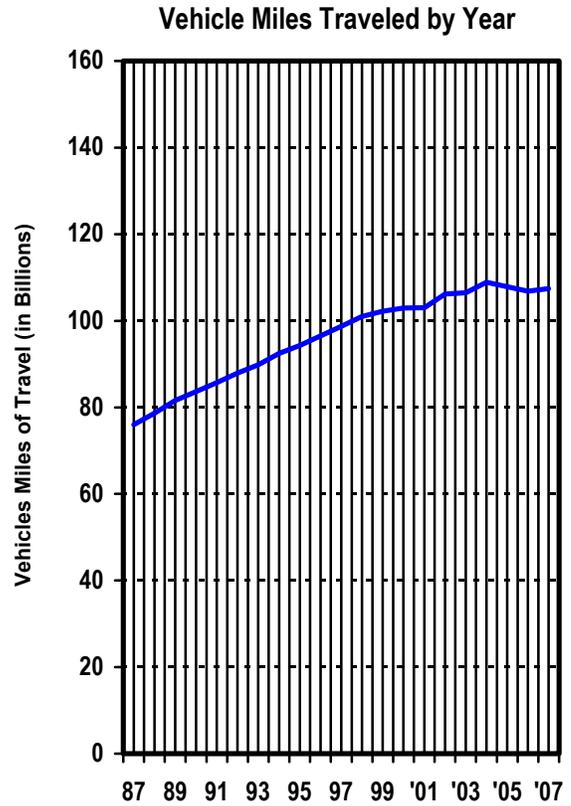
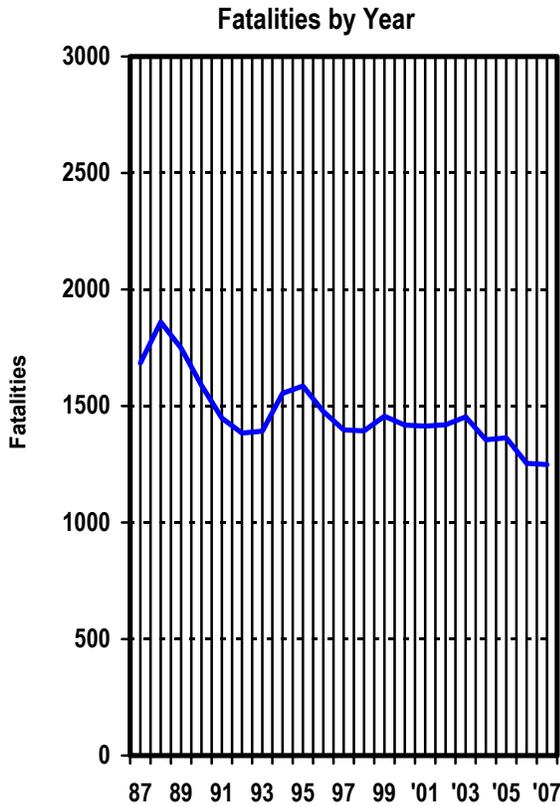
## **IMPORTANT**

The data provided in this section are based on reported crashes which occurred on public roadways within Illinois and which involved at least one fatality.

# 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

## Illinois Fatalities and Vehicle Miles Traveled\* 1988-2007



YEAR	FATALITIES	TRAVEL
1988	1,860	78.62
1989	1,748	81.58
1990	1,589	83.64
1991	1,448	85.67
1992	1,384	87.90
1993	1,392	89.82
1994	1,554	92.44
1995	1,586	94.32
1996	1,477	96.52
1997	1,397	98.73

YEAR	FATALITIES	TRAVEL
1998	1,393	100.97
1999	1,456	102.19
2000	1,418	102.94
2001	1,414	103.01
2002	1,420	106.18
2003	1,454	106.46
2004	1,355	108.91
2005	1,363	107.86
2006	1,254	106.81
2007	1,248	107.40

\* Travel is stated in billions of miles.

## 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

### Fatal Crashes and Fatalities by Month

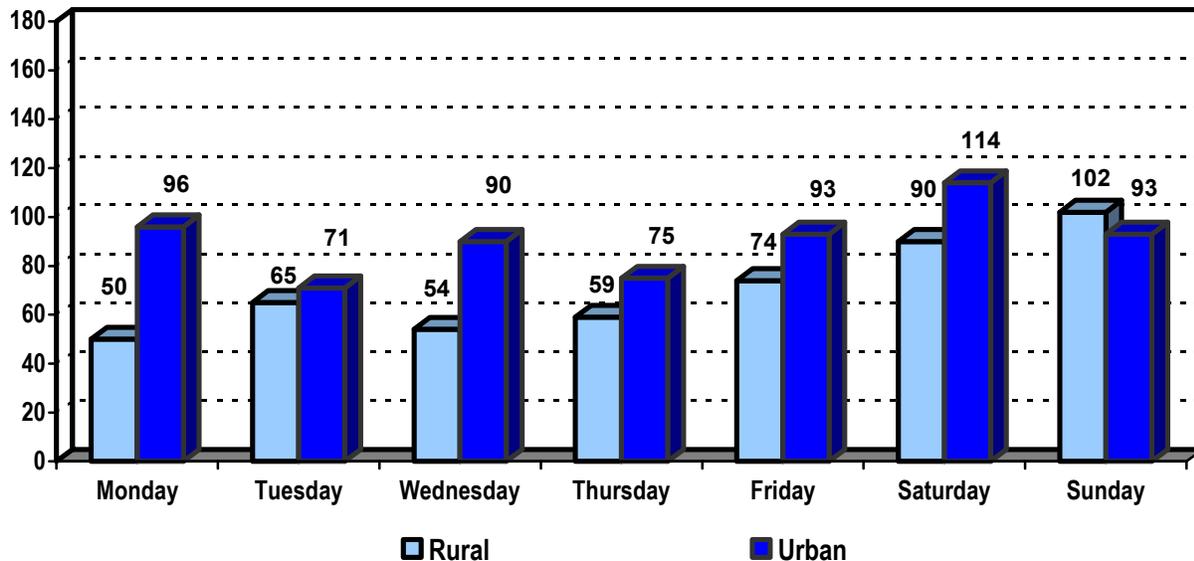
MONTH	FATAL CRASHES	FATALITIES
January	101	109
February	82	99
March	80	94
April	88	95
May	89	94
June	101	107
July	116	121
August	100	111
September	98	111
October	93	104
November	84	95
December	94	108
<b>TOTAL</b>	<b>1,126</b>	<b>1,248</b>

The greatest number of fatal crashes occurred in the month of July, with 116 crashes involving 121 fatalities. These July fatal crashes account for 10.3 percent of all fatal crashes in 2007, and 9.7 percent of all fatalities.

## 2007 Fatal Crash Data

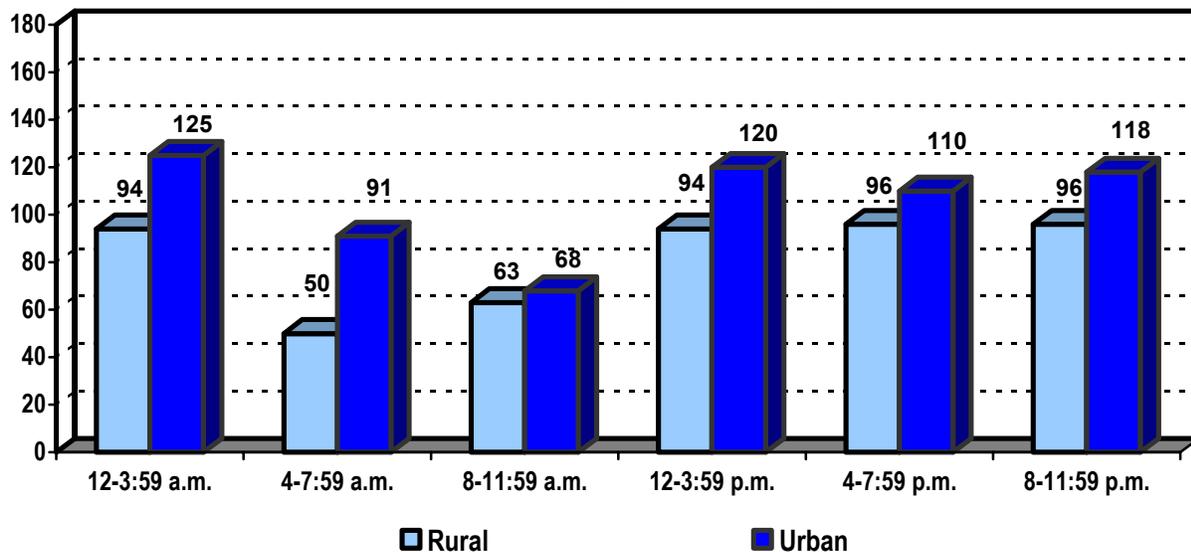
Refer to note on page 29 for definition of data included.

### Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Saturday with 114 crashes in urban locations and 90 crashes in rural locations. The second largest number of fatal crashes occurred on Sunday with 93 crashes occurring in urban locations and 102 crashes occurring in rural locations.

### Fatal Crashes by Time of Day



Note: There was one fatal crash with time of day unknown.

56.7 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 639 crashes occurred on urban roadways (353 crashes).

# 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

## Fatalities by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	7	5	12	4.2	7	5	12	1.1
5-9	0	0	0	0.0	3	3	6	2.1	3	3	6	0.6
10-14	1	0	1	0.1	6	13	19	6.7	7	13	20	1.9
15-19	64	27	91	11.9	37	24	61	21.4	101	51	152	14.4
20-24	92	23	115	15.0	32	18	50	17.5	124	41	165	15.7
25-34	113	30	143	18.6	25	9	34	11.9	138	39	177	16.8
35-44	92	20	112	14.6	19	12	31	10.9	111	32	143	13.6
45-54	88	24	112	14.6	6	16	22	7.7	94	40	134	12.7
55-64	62	21	83	10.8	7	10	17	6.0	69	31	100	9.5
65-74	35	11	46	6.0	3	8	11	3.9	38	19	57	5.4
75 or Older	42	22	64	8.3	7	15	22	7.7	49	37	86	8.2
<b>TOTAL</b>	<b>589</b>	<b>178</b>	<b>767</b>	<b>100.0</b>	<b>152</b>	<b>133</b>	<b>285</b>	<b>100.0</b>	<b>741</b>	<b>311</b>	<b>1,052</b>	<b>100.0</b>

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	2	4	6	3.5	0	0	0	0.0	2	4	6	3.2
5-9	3	2	5	2.9	0	0	0	0.0	3	2	5	2.6
10-14	2	1	3	1.7	2	0	2	11.1	4	1	5	2.6
15-19	7	4	11	6.4	1	1	2	11.1	8	5	13	6.8
20-24	10	5	15	8.7	1	1	2	11.1	11	6	17	8.9
25-34	13	5	18	10.5	2	0	2	11.1	15	5	20	10.5
35-44	22	9	31	18.0	4	0	4	22.2	26	9	35	18.4
45-54	22	9	31	18.0	2	0	2	11.1	24	9	33	17.4
55-64	14	6	20	11.6	3	0	3	16.7	17	6	23	12.1
65-74	3	7	10	5.8	1	0	1	5.6	4	7	11	5.8
75 or Older	12	9	21	12.2	0	0	0	0.0	13	9	22	11.6
Unknown	1	0	1	0.6	0	0	0	0.0	0	0	0	0.0
<b>TOTAL</b>	<b>111</b>	<b>61</b>	<b>172</b>	<b>100.0</b>	<b>16</b>	<b>2</b>	<b>18</b>	<b>100.0</b>	<b>127</b>	<b>63</b>	<b>190</b>	<b>100.0</b>

**Note:** Six additional people were killed in motor vehicle crashes in Illinois in 2007. Those six people were occupants of non-motor vehicles.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers killed amount to 61.5 percent of all fatalities in 2007. Driver fatalities decreased by 4.4 percent from 2006 to 2007.

Passengers represent 22.8 percent of the total number of fatalities in 2007.

Pedestrians account for 13.8 percent of all fatalities. They increased by 25.5 percent from 2006 to 2007.

Pedalcyclists, which account for 1.4 percent of all fatalities, decreased by 25.0 percent from 2006 to 2007.

## 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

### Occupant Restraint Usage for Persons Killed

TYPE OF RESTRAINT	DRIVER	PASSENGER	TOTAL
None Used/Not Applicable	295	116	411
Safety Belt Used	256	100	356
Child Restraint Used	0	8	8
Safety Belt Used Improperly	0	0	0
Child Restraint Used Improperly	0	3	3
Unknown	62	36	98
<b>TOTAL</b>	<b>613</b>	<b>263</b>	<b>876</b>

TYPE OF RESTRAINT	AGE GROUPS					
	0-3	4-5	6-9	10-14	15-20	21 or Older
None Used/Not Applicable	2	0	2	8	91	308
Safety Belt Used	1	0	2	8	57	288
Child Restraint Used	4	3	1	0	0	0
Safety Belt Used Improperly	0	0	0	0	0	0
Child Restraint Used Improperly	3	0	0	0	0	0
Unknown	0	0	0	3	24	71
<b>TOTAL</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>19</b>	<b>172</b>	<b>667</b>

Excludes buses, motorcycles, and miscellaneous vehicles.

## 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

### Drivers Involved in Fatal Crashes by Age and Location

AGE	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Involved	Killed	Involved	Killed	Involved	Killed
15 or Younger	1	1	2	0	3	1
Percent	0.1	0.3	0.2	0.0	0.2	0.1
16	30	17	14	3	44	20
Percent	4.2	4.5	1.4	0.8	2.6	2.6
17	17	8	21	5	38	13
Percent	2.4	2.1	2.1	1.3	2.2	1.7
18	24	17	28	9	52	26
Percent	3.4	4.5	2.8	2.3	3.0	3.4
19	32	18	27	14	59	32
Percent	4.5	4.8	2.7	3.6	3.4	4.2
20-24	98	48	150	67	248	115
Percent	13.8	12.8	15.0	17.1	14.5	15.0
25-34	118	57	189	86	307	143
Percent	16.6	15.2	18.9	21.9	17.9	18.6
35-44	132	59	181	53	313	112
Percent	18.5	15.7	18.1	13.5	18.3	14.6
45-54	103	58	149	54	252	112
Percent	14.5	15.5	14.9	13.8	14.7	14.6
55-64	76	41	95	42	171	83
Percent	10.7	10.9	9.5	10.7	10.0	10.8
65-74	45	23	48	23	93	46
Percent	6.3	6.1	4.8	5.9	5.4	6.0
75 or Older	35	28	58	36	93	64
Percent	4.9	7.5	5.8	9.2	5.4	8.3
Unknown	1	0	38	0	39	0
Percent	0.1	0.0	3.8	0.0	2.3	0.0
<b>TOTAL</b>	<b>712</b>	<b>375</b>	<b>1,000</b>	<b>392</b>	<b>1,712</b>	<b>767</b>
Percent	100.0	100.0	100.0	100.0	100.0	100.0

In 2007, 48.9 percent of all driver fatalities occurred on rural roadways. The greatest number of drivers involved in fatal crashes, as well as those killed, was in the 16-24 age group. This age group accounts for 28.2 percent of the drivers involved in rural fatal crashes and 24.0 percent of the drivers involved in urban fatal crashes.

# 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

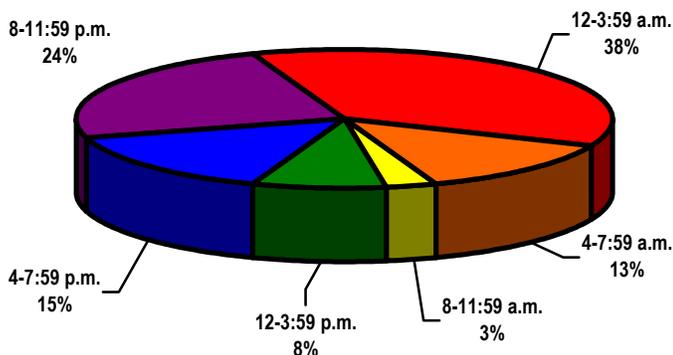
## Drivers Killed by Age and BAC

AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	1	0	0	0	1	0	1
16-20	77	6	21	10	114	4	118
21-24	31	4	40	8	83	5	88
25-34	47	9	47	25	128	15	143
35-44	50	7	30	19	106	6	112
45-54	59	7	27	13	106	6	112
55-64	53	5	8	7	73	10	83
65-74	32	1	2	1	36	10	46
75 or Older	37	1	3	2	43	21	64
<b>TOTAL</b>	<b>387</b>	<b>40</b>	<b>178</b>	<b>85</b>	<b>690</b>	<b>77</b>	<b>767</b>

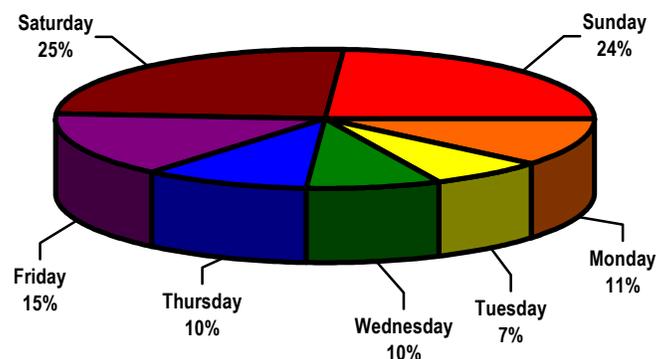
## Fatal Alcohol-Related Crashes by Time of Day and Day of Week

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a BAC of 0.01 or greater. These pie charts show when fatal alcohol-related crashes occurred during 2007.

TIME OF DAY



DAY OF WEEK



## 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

### Fatal Crashes During the Holidays Total and Alcohol-Related\*

HOLIDAY PERIODS	NUMBER OF DAYS	FATAL CRASHES			FATALITIES		
		Alcohol-Related*		Total	Alcohol-Related*		Total
<b>Memorial Day</b> 6:00 p.m. on 05/25/07 - Midnight on 05/28/07	3.25	2	of 18.2%	11	2	of 18.2%	11
<b>Fourth of July</b> 6:00 p.m. on 07/03/07 - Midnight on 07/04/07	1.25	2	of 50.0%	4	2	of 50.0%	4
<b>Labor Day</b> 6:00 p.m. on 08/31/07 - Midnight on 09/03/07	3.25	7	of 41.2%	17	7	of 35.0%	20
<b>Thanksgiving</b> 6:00 p.m. on 11/21/07 - Midnight on 11/25/07	4.25	7	of 58.3%	12	11	of 61.1%	18
<b>Christmas</b> 6:00 p.m. on 12/21/07 - Midnight on 12/25/07	4.25	4	of 30.8%	13	4	of 30.8%	13
<b>New Year's</b> 6:00 p.m. on 12/28/07 - Midnight on 01/01/08	4.25	5	of 45.5%	11	5	of 45.5%	11

\* Fatal crashes or fatalities resulting from crashes in which a driver had a Blood Alcohol Concentration (BAC) of 0.01 or greater.

## 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

### Teen Fatalities by Age and Person Type

AGE	PERSON TYPE				TOTAL
	DRIVER	OCCUPANT	PEDESTRIAN	PEDALCYCLIST	
16	20	12	1	1	34
17	13	14	3	0	30
18	26	16	4	0	46
19	32	11	1	1	45
<b>TOTAL</b>	<b>91</b>	<b>53</b>	<b>9</b>	<b>2</b>	<b>155</b>

### Teen Drivers Killed by Age and BAC

AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.01	0.01-0.07	0.08-0.20	OVER 0.20			
16	16	0	2	0	18	2	20
17	9	0	2	2	13	0	13
18	17	1	6	1	25	1	26
19	21	2	4	4	31	1	32
<b>TOTAL</b>	<b>63</b>	<b>3</b>	<b>14</b>	<b>7</b>	<b>87</b>	<b>4</b>	<b>91</b>

# 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

## Fatal Pedestrian and Pedalcycle Crashes

<b>Fatal Pedestrian Crashes</b>	165	<b>Fatal Pedalcycle Crashes</b>	17
<b>Pedestrians Killed</b>	172	<b>Pedalcyclists Killed</b>	18

### PEDESTRIANS AND PEDALCYCLISTS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS				No Test/ Unknown	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20		
<b>Pedestrians</b>						
4 or Younger	0	0	0	0	6	6
5-9	2	0	0	0	3	5
10-15	1	1	0	0	3	5
16-20	7	0	2	0	2	11
21-24	1	1	6	1	4	13
25-34	9	2	4	3	0	18
35-44	9	3	6	7	6	31
45-54	9	4	6	12	0	31
55-64	12	0	2	1	5	20
65-74	4	0	1	1	4	10
75 or Older	15	0	0	1	5	21
Unknown	0	0	0	1	0	1
<b>TOTAL</b>	<b>69</b>	<b>11</b>	<b>27</b>	<b>27</b>	<b>38</b>	<b>172</b>
<b>Pedalcyclists</b>						
4 or Younger	0	0	0	0	0	0
5-9	0	0	0	0	0	0
10-15	2	0	0	0	0	2
16-20	2	0	0	0	0	2
21-24	2	0	0	0	0	2
25-34	0	2	0	0	0	2
35-44	3	1	0	0	0	4
45-54	2	0	0	0	0	2
55-64	2	0	0	0	1	3
65-74	0	0	0	0	1	1
75 or Older	0	0	0	0	0	0
<b>TOTAL</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>18</b>

A pedestrian crash is any crash in which the first harmful event is the collision of a pedestrian and a motor vehicle.

A pedalcycle crash is any crash in which a pedalcyclist is involved with a motor vehicle. Crashes which involve only pedalcyclists are not reported to the Illinois Department of Transportation.

# 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

## Fatal Motorcycle Crashes

### PERSONS KILLED BY TYPE OF ROADWAY

<b>Fatal Crashes</b>	154	<b>URBAN</b>	
<b>Motorcyclists Killed</b>	157	State Routes	36
<b>Non-Motorcyclists Killed</b>	2	Interstate Type Roads	12
		City Streets and Roads	28
		Unmarked State Routes	13
		<b>Urban Total</b>	<b>89</b>
		<b>RURAL</b>	
		State Routes	27
		Interstate Type Roads	2
		County and Local Roads	40
		Unmarked State Routes	1
		<b>Rural Total</b>	<b>70</b>

### MOTORCYCLE OPERATORS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS				No Test/ Unknown		Total
	0.00	0.01-0.07	0.08 -0.20	Over 0.20			
9 or Younger	0	0	0	0	0	0	0
10-15	1	0	0	0	0	0	1
16-20	6	0	1	1	0	0	8
21-24	6	0	3	1	0	0	10
25-34	16	1	8	4	5	0	34
35-44	14	4	12	4	2	0	36
45 or Older	28	5	16	2	2	0	53
<b>TOTAL</b>	<b>71</b>	<b>10</b>	<b>40</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>142</b>

# 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

## Fatal Tractor-Trailer Crashes

Fatal crashes involving tractor-trailers account for 9.9 percent of all fatal crashes and 9.9 percent of all fatalities for the year.

49.2 percent of these fatalities occurred on urban roadways, while 50.8 percent occurred on rural roadways.

<b>Fatal Crashes</b>	111
<b>Persons Killed</b>	124

### PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	20
Interstate Type Roads	25
City Streets and Roads	9
Unmarked State Routes	7
<b>Urban Total</b>	<b>61</b>
RURAL	
State Routes	43
Interstate Type Roads	12
County and Local Roads	5
Unmarked State Routes	3
<b>Rural Total</b>	<b>63</b>

### TRACTOR-TRAILER OPERATORS INVOLVED IN FATAL CRASHES BY AGE

AGE	INVOLVED	KILLED
15 or Younger	0	0
16-20	0	0
21-24	1	0
25-34	20	1
35-44	25	3
45-54	33	5
55-64	20	2
65 or Older	7	1
Unknown	3	0
<b>TOTAL</b>	<b>109</b>	<b>12</b>

# 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

## Fatal Train Crashes

Train crashes are crashes in which motor vehicles are involved with trains. Pedestrians and pedalcyclists hit by trains are not included.

Fatal crashes involving trains account for 1.1 percent of all fatal crashes for 2007. Fatalities resulting from train crashes account for 1.2 percent of all fatalities.

### PERSONS KILLED BY TYPE OF TRAFFIC CONTROL

RR Gates	6
RR Flashers	7
Warning Sign	1
Other Control	0
No Control	1
<b>TOTAL</b>	<b>15</b>

<b>Fatal Crashes</b>	<b>12</b>
<b>Persons Killed</b>	<b>15</b>

### PERSONS KILLED BY TYPE OF ROADWAY

<b>URBAN</b>	
State Routes	0
City Streets and Roads	4
Unmarked State Routes	0
<b>Urban Total</b>	<b>4</b>
<b>RURAL</b>	
State Routes	1
County and Local Roads	9
Unmarked State Routes	1
<b>Rural Total</b>	<b>11</b>

### MOTOR VEHICLE OPERATORS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS					No Test/ Unknown	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	0	0	0	0	0	0	0
16-20	1	0	0	0	0	1	2
21-24	0	0	0	1	0	0	1
25-34	0	0	2	0	0	0	2
35-44	1	0	0	0	0	0	1
45-54	1	0	0	0	0	0	1
55-64	0	0	0	0	1	0	1
65-74	0	0	0	0	0	0	0
75 or Older	4	0	0	0	0	0	4
<b>TOTAL</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>		<b>12</b>

# 2007 Fatal Crash Data

Refer to note on page 29 for definition of data included.

## Fatal Work Zone Crashes

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction, maintenance, or utility workers or designated work zone areas are included.

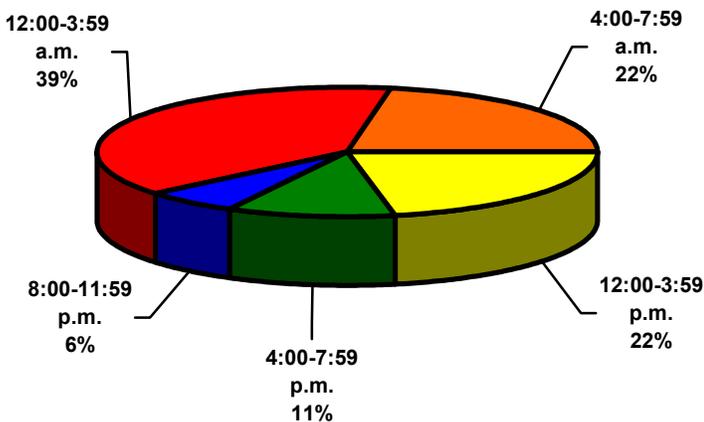
<b>Fatal Crashes</b>	18
<b>Persons Killed</b>	21
Drivers	10
Passengers	5
Workers	2
Pedestrians	4

## FATAL CRASHES BY TYPE OF ROADWAY

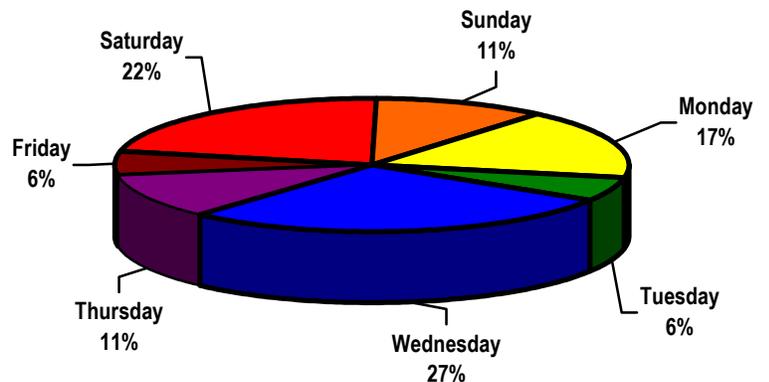
<b>URBAN</b>	
State Routes	4
Interstate Type Roads	8
City Streets and Roads	3
Unmarked State Routes	0
<b>Urban Total</b>	<b>15</b>
<b>RURAL</b>	
State Routes	1
Interstate Type Roads	0
County and Local Roads	2
Unmarked State Routes	0
<b>Rural Total</b>	<b>3</b>

## FATAL CRASHES BY TIME OF DAY AND DAY OF WEEK

Time of Day



Day of Week



There were no crashes occurring between 8-11:59 a.m. in work zones.



# Appendix and Glossary

# Appendix

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## Illinois Traffic-Related Key Events

January	1933	Legal age for alcohol consumption established at 21 years of age for males and 18 years of age for females.
January	1946	Illinois safety responsibility law enacted.
January	1958	BAC of 0.15 established as the level at which a driver is presumed to be under the influence of alcohol.
January	1963	Legal minimum drinking age established at 21 years of age.
January	1967	Driving while intoxicated (DWI) law changed to include driving under the influence of drugs.
January	1967	Illegal presumption of being under the influence of alcohol lowered to 0.10.
January	1968	Mandatory motorcycle helmet usage law for all riders enacted.
May	1969	Motorcycle helmet usage law repealed.
October	1972	Implied consent law implemented.
January	1973	Legal minimum drinking age changed to allow 19 and 20-year-olds the right to purchase and consume beer and wine.
February	1974	Maximum speed limit reduced to 55 m.p.h.
October	1977	Crash reporting threshold increased to damage in excess of \$250 (previously \$100).
January	1980	Legal minimum drinking age re-established at 21 years of age for all consumption, purchase, and possession of alcoholic beverages.
January	1982	New driving under the influence (DUI)/implied consent law established illegal per se at 0.10 and toughened penalties.
July	1983	Child Passenger Protection Act became effective and required children under the age of 4 to be secured in a child restraint system and 4 and 5-year-olds to be secured in a safety seat or by a safety belt.
July	1985	Safety belt law enacted to require safety belt use by drivers and front seat passengers. Violation of the law was a primary offense.
January	1986	Color-coded license established for drivers to distinguish between drivers under 21 years of age and drivers aged 21 and older.

## Illinois Traffic-Related Key Events

January	1986	Statutory summary suspension established to strengthen DUI laws.
May	1987	Speed limit on rural interstates raised to 65 m.p.h. for first division vehicles and second division vehicles carrying less than 8,000 lbs.
January	1988	Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.
January	1990	Mandatory insurance law enacted to require minimum liability limits.
January	1992	Crash reporting threshold increased to damage in excess of \$500 (previously \$250).
April	1992	Commercial driver's license required if operating a Class A or Class B vehicle.
January	1995	Zero Tolerance law enacted for drivers under the age of 21.
January	1995	Minimum fine for speeding in construction or school zones doubled (to \$150).
August	1995	Penalties increased for drivers who do not stop when a school bus has stopped to load or unload passengers.
November	1995	Changes in federal legislation allowed Illinois to raise speed limits on certain interstate and freeway-type roads.
January	1997	Results of blood or urine tests of drivers receiving medical treatment in hospital emergency rooms for injuries resulting from a crash are reportable to law enforcement for the purpose of determining alcohol and/or drug content.
July	1997	Illegal per se lowered to 0.08 (previously 0.10).
January	1998	School bus drivers caught driving a school bus with any trace of alcohol in their systems will result in a loss of their school bus driver permit.
January	1998	Graduated driver's license established for drivers under 21 years of age.
January	1999	Use of ignition interlock devices established as a regular option for the sanction of certain repeat DUI offenders.
August	2001	Penalties increased for repeat DUI offenders. Installation of ignition interlock devices in all vehicles owned by a person committing a second or subsequent DUI offense became mandatory.
August	2001	Additional penalties imposed for persons convicted of DUI with a BAC of 0.16 or higher, or with a BAC of 0.08 or higher and a child under age 16 in the vehicle.

## Appendix

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### Illinois Traffic-Related Key Events

August	2001	Penalties increased for persons convicted of a second or subsequent violation of driving with a suspended or revoked license. Penalties also increased for persons convicted of driving while the license has been suspended or revoked as the result of DUI, leaving the scene of a crash resulting in injury or death, reckless homicide, or failure to submit to chemical testing.
January	2002	Child Passenger Protection Act amended to require that children between the ages of 4 and 15 years, inclusive, be restrained in a safety seat or by a safety belt (previously applicable only to 4 and 5 year-olds). Fines for failure to secure a child in a safety seat doubled.
January	2002	Minimum fine for second and subsequent speed limit violations in highway work zones or school zones doubled (to \$300).
January	2002	“Scott’s Law” enacted, requiring drivers approaching a stationary authorized emergency vehicle displaying flashing warning lights to yield the right-of-way by making a lane change if safe to do so, or otherwise reduce speed and proceed with caution. Included fines and possible license suspension for failure to do so.
January	2003	“Scott’s Law” extended to require drivers entering a construction or maintenance zone where workers are present to make a lane change if safe to do so, or if impossible or unsafe to change lanes, to reduce speed and proceed with caution. Violation of this provision is punishable by a fine of up to \$10,000. Driving under the influence while committing the offense is a factor in aggravation. Driving privileges suspended for 90 days to one year for property damage; for 180 days to two years if another person is injured; for two years if another person dies.
January	2003	Law amended to allow for seizure and forfeiture of the vehicle of a person convicted of driving on a revoked or suspended license that is revoked or suspended as the result of a conviction for DUI, leaving the scene of a personal injury crash, reckless homicide, or a statutory summary suspension related to use of alcohol, drugs, or intoxicating compounds.
January	2003	No person may drive a bus for any school-related activity without a valid school bus permit.
July	2003	Statewide Traffic Stop Statistical Study established to collect data to identify racial bias.
July	2003	Safety belt law amended to provide for mandatory (primary) enforcement.
July	2003	Law amended to provide that the vehicle of a person who operates a vehicle without a license and insurance and causes death or personal injury to another person is subject to seizure and forfeiture.
January	2004	Persons under the age of 18 who obtain a Graduated Driver’s License may not drive during the first 6 months of the license or until the person reaches age 18 with more than one person in the vehicle who is under the age of 20 (siblings, step-siblings, children, and step-children excluded).
June	2004	Criminal Code amended to provide that if a defendant commits reckless homicide in a construction or maintenance zone and kills a worker, the defendant is guilty of a Class 2 felony, punishable by imprisonment for 3-14 years. If two or more persons are killed, the defendant may be sentenced to 6-28 years of imprisonment.

### Illinois Traffic-Related Key Events

August	2004	Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act became effective, allowing speed limit enforcement through the use of photographs or other recorded images in construction and maintenance zones.
August	2004	Fines and other penalties for speeding in a construction/work zone increased. Surcharges to hire back off-duty State Police officers also increased. For a second or subsequent conviction for speeding in a work zone, offender's driving privileges suspended for 90 days.
January	2005	Penalties increased for persons who fail to remain at the scene of a crash involving personal injury or death. A person leaving the scene must report the crash at a police station or sheriff's office within ½ hour of the crash (previously one hour).
January	2005	Reckless driving and aggravated reckless driving expanded to include using an incline in a roadway (such as railroad crossing, bridge approach, hill) while driving a vehicle to cause the vehicle to become airborne. If as a result an individual is unintentionally killed, it is reckless homicide. If two or more are killed, it is a Class 2 felony.
January	2005	Offense of bribery to obtain driving privileges created, with penalties.
January	2005	Application for vehicle registration or registration renewal must include the liability insurance policy number, expiration date, and name of insurer.
July	2005	Persons under the age of 18 who have an instruction permit or Graduated Driver's License may not use a wireless phone while driving except for emergency purposes to contact law enforcement, health care provider, or emergency services agency.
May	2006	Madison County, St. Clair County, Cook County, the collar counties, and the municipalities within those counties may establish by ordinance a photo enforcement system for red light running at intersections. Suspension of driving privileges is allowed as a result of 5 unpaid photo enforcement traffic violations. This photo enforcement system may not be used for recording speed.
June	2006	Graduated Driver's License provisions amended to require 50 (previously 25) hours of behind-the-wheel instruction, with at least 10 of the hours at night.
January	2007	Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act amended to require proof that workers were present when a citation is issued based on evidence obtained through automated photo enforcement. Photo enforcement other than in construction zones may not be used to record vehicle speeds to enforce any law.
January	2007	Automated enforcement cameras allowed at rail grade crossings to capture photos of vehicles and drivers that drive around lowered gates or stop on railroad tracks.

# Appendix

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## Illinois Traffic-Related Key Events

July	2007	A person convicted of driving an uninsured vehicle, in addition to any other penalty imposed, shall have the driving privileges suspended for 3 months and until a reinstatement fee of \$100 is paid. If conviction for a similar violation occurs during the suspension, the driving privileges are suspended for an additional 6 months and until the reinstatement fee is paid.
July	2007	Driver's license cancellation for persons 18 years old or younger who fail to attend school or are habitually truant.
August	2007	Each school district must have in place by January 1, 2008, a policy to ensure that the school bus driver is the last person leaving the school bus. No passenger may remain on the vehicle at the end of a route, work shift, or work day.
August	2007	Illinois Liquor Control Act amended to disallow parents or guardians to knowingly permit the consumption of alcohol by underage invitees at their residence. If violation leads directly or indirectly to great bodily harm or death of any person, the violation is a Class 4 felony (previously Class A misdemeanor).
January	2008	Individuals under the age of 21 given court supervision for the offense of transfer, consumption, or possession of alcohol by a minor shall be subject to a 3-month driver's license suspension.
January	2008	Graduated Driver's License provisions strengthened. Person must have learner's permit for at least 9 months (previously 3 months) before GDL is issued. Persons holding a GDL may not drive during the first year (previously 6 months), or until reaching age 18, with more than one person under the age of 20 in the vehicle. Persons under the age of 19 (previously 18) may not use a wireless phone while driving except for emergency purposes.
January	2008	The Secretary of State may allow, without fee, the parent or guardian of a person under the age of 18 who has a Graduated Driver's License or instruction permit to view the person's driving record online through a computer connection.
January	2008	Child Passenger Protection Act strengthened to require any driver transporting a child to restrain the child in a child passenger restraint system (previously required a driver who was not the parent or guardian to restrain the child only if restraint was provided by the parent or guardian). Any person transporting a child under the age of 8 in a truck or truck tractor equipped with safety belts is required to restrain the child in the appropriate child restraint.
January	2008	Driver of a vehicle overtaking a bicycle or individual proceeding in the same direction on a highway must maintain at least 3 feet between the vehicle and the bicycle or individual when passing (previously distance was not specified).
January	2008	Driver involved in an injury crash who fails to stop at or as close to the scene as possible or report to a nearby police station or sheriff's office as soon as possible is guilty of a Class 2 felony (previously Class 3 felony). For fatality, person is guilty of a Class 1 felony (previously Class 2 felony).
June	2008	Penalties increased for reckless driving with bodily harm to a child or school crossing guard performing official duties.

## Motorcycle Helmet Usage in Illinois June 2008 Observational Survey Results

### SURVEY DESIGN

The recent motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during June 2008 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had two characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey sites included interstate highways and freeways, state highways, and a random sample of residential streets within selected areas.

There were 1,318 operators and passengers of motorcycles observed at 258 locations statewide. of these riders, 29.5 percent were wearing helmets.

<b>MOTORCYCLE HELMET USAGE RATES</b>		
	<b>TOTAL OBSERVED</b>	<b>ACTUAL USAGE RATE</b>
<b>STATEWIDE</b>	<b>1,318</b>	<b>29.5%</b>
<b>Regions</b>		
City of Chicago (46)	83	34.9%
Cook County (40) (excluding Chicago)	72	19.4%
Collar Counties (118)	920	30.0%
Downstate (54)	243	28.8%
<b>Road Type</b>		
Residential (190)	526	25.1%
U.S./Illinois Highways (40)	256	34.8%
Interstate Highways (28)	536	31.3%
<b>Day of Week</b>		
Weekends (115)	1,077	28.0%
Weekdays (143)	241	36.1%

Note: The number in ( ) indicates the number of survey sites.

# Appendix

## Safety Belt Usage in Illinois 2008 Observational Survey Results

### SURVEY DESIGN

The recent safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during June 2008 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had four characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars, sport utility vehicles, taxis, vans, and pickup trucks.
3. Only the use of a shoulder harness was observed since vehicles passed an observation point without stopping.
4. The survey sites included interstate highways and freeways, state highways, and a random sample of residential streets within selected areas.

There were 124,566 front seat occupants observed during the June 2008 observational survey. The survey provided a statistically representative sample of the state as a whole. For more information on survey design, refer to the original report entitled "Design of the New Safety Belt Usage Survey in Illinois," Division of Traffic Safety, Illinois Department of Transportation (IDOT), January 1994.

SAFETY BELT USAGE RATES		
	TOTAL OBSERVED	ACTUAL USAGE RATE
<b>STATEWIDE</b>	<b>124,566</b>	<b>90.5%</b>
<b>Regions</b>		
City of Chicago (46)	21,936	86.8%
Cook County (40)	15,425	90.4%
(excluding Chicago)		
Collar Counties (118)	61,841	92.7%
Downstate (54)	25,364	89.9%
<b>Road Type</b>		
Residential (190)	70,199	89.5%
U.S./Illinois Highways (40)	20,713	90.6%
Interstate Highways (28)	33,654	93.6%
<b>Day Of Week</b>		
Weekends (115)	60,722	92.3%
Weekdays (143)	63,844	89.3%

## Safety Belt Usage in Illinois 2008 Observational Survey Results

### HISTORICAL TRENDS

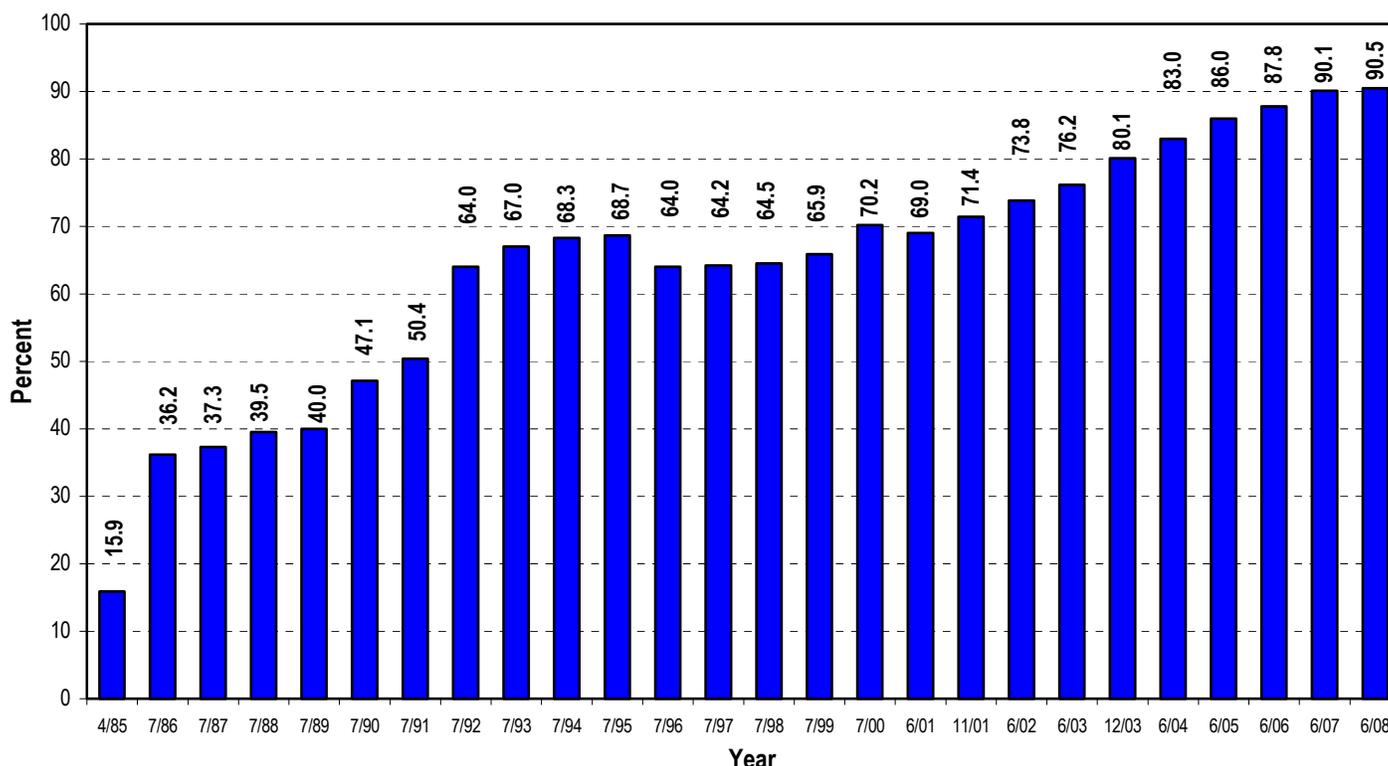
Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The data from the first survey became a base from which to measure the success of Illinois' efforts to educate citizens about the benefits of using safety belts.

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the first twelve months after the safety belt law became effective, the observed rate increased to 36.2 percent.

Since the first survey was conducted in April 1985, the safety belt usage rate has increased almost 75 percentage points, peaking at 90.5 percent in June 2008.

Governor Blagojevich was instrumental in increasing safety belt usage when he signed the primary safety belt legislation (Public Act 93-099) into law. Under this law, which became effective on July 3, 2003, police officers can stop vehicles in which occupants fail to buckle up and issue citations.

FRONT SEAT OCCUPANT RESTRAINT USAGE RATE



Note: Surveys for 1998-2008 include occupants of pickup trucks, which tend to have lower usage rates.

# Appendix

## Division of Traffic Safety Programs

The Division of Traffic Safety offers a number of traffic safety programs and services which focus attention on specific areas of concern. Information on the programs listed below can be acquired by calling the telephone numbers listed or (217) 524-4875 (TTY) Ameritech relay number. You may also request the information by writing to the Illinois Department of Transportation, Division of Traffic Safety, at 3215 Executive Park Drive, P.O. Box 19245, Springfield, IL 62794-9245, or by visiting our website at [www.dot.il.gov](http://www.dot.il.gov).

### Crash Information

(217) 782-2575

- Local Accident Reference System (LARS) program.
- State route crash data.
- Crash data, such as that found in this publication.
- Fatality Analysis Reporting System (FARS), including alcohol and drug-related fatal crash data.

### Highway Safety Programs

(217) 782-4972

- Occupant Protection.
- Impaired Driving.
- Traffic Records.
- Traffic Law Enforcement.
- Motorcycle Safety.

### Occupant Restraint Survey Information

(217) 785-1181

- Safety belt and child safety seat usage observational surveys.
- Motorcycle helmet usage observational surveys.
- Opinion surveys.

### Commercial Vehicle Safety

(217) 785-1181

- Motor Carrier Safety.
- Hazardous Materials Transportation.
- Commercial Vehicle Safety Audits.
- Periodic Vehicle Inspection.
- School Bus Safety Inspection.

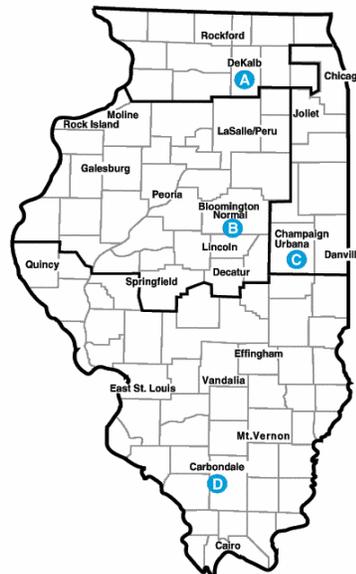
## Cycle Rider Safety Training Program\*

### A. Northern Illinois University

Motorcycle Safety Project  
Division of Continuing Education  
DeKalb, IL 60115-2854  
(800) 892-9607  
(815) 753-1683  
[www.outreach.niu.edu/mcycle/](http://www.outreach.niu.edu/mcycle/)

### B. Illinois State University

Motorcycle Safety Program  
Health Science Department  
Normal, IL 61790-5221  
(800) 322-7619  
(309) 438-2352  
[www.ilstu.edu/depts/mcsafety/](http://www.ilstu.edu/depts/mcsafety/)



### C. University of Illinois

Motorcycle Rider Program  
Department of Community Health  
#4 Gerty Drive  
Mail Code 678  
Champaign, IL 61820  
(800) 252-3348  
(217) 333-7856  
[www.mrp.uiuc.edu](http://www.mrp.uiuc.edu)

### D. Southern Illinois University

Motorcycle Rider Program  
Center for Injury Control  
and Worksite Health Promotion  
Carbondale, IL 62901-6731  
(800) 642-9589  
(618) 453-2877  
[www.siu.edu/~cycle](http://www.siu.edu/~cycle)

\*For motorcycle training course enrollment and information on course starting dates, times, and locations, contact a Regional Center by telephone or visit our website at [www.dot.il.gov](http://www.dot.il.gov).

## **BLOOD ALCOHOL CONCENTRATION (BAC)**

On July 2, 1997, a BAC of 0.08 or greater became the level at which a driver is considered legally intoxicated in Illinois. Prior to July 2, 1997, the level was 0.10.

## **CRASH**

An occurrence which originates on public roadways involving a moving motor vehicle producing death, injury, or property damage in excess of \$500.

## **DRIVER**

An occupant who is in actual physical control of a motor vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost. When the term driver is used, it includes drivers of all types of motor vehicles, including cars, vans, pickup trucks, motorcycles, tractor-trailers, emergency vehicles, and buses.

## **FARS (Fatality Analysis Reporting System)**

Nationwide database maintained by the National Highway Traffic Safety Administration, U.S. Department of Transportation.

## **FATALITY VS. FATAL CRASH**

A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons.

## **INJURY CRASH**

Any motor vehicle crash that results in one or more non-fatal injuries.

## **“A” INJURY (incapacitating injury)**

Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

## **“B” INJURY (nonincapacitating injury)**

Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.

## **“C” INJURY (possible injury)**

Any injury reported or claimed which is not either of the above injuries. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.

## **LOCATION (URBAN)**

Includes locations in or adjacent to a municipality or other urban area of over 5,000 population.

## **LOCATION (RURAL)**

Includes all locations not classified as urban.

## **MILEAGE DEATH RATE**

Fatalities per 100 million vehicle miles of travel (VMT).

## **MOTORCYCLIST**

Any occupant, either operator (driver) or passenger, of a motorcycle.

## **PEDALCYCLIST**

Any occupant of a non-motorized vehicle which is propelled by pedaling. Included in this pedalcycle category are bicycles, tricycles, unicycles, and big wheels.

## **PEDESTRIAN**

Any person who is not in or on a vehicle.

## **SENIOR DRIVER**

Any driver who is 65 years of age or older.

## **TRACTOR-TRAILER**

Alternative term for semi-truck.

## **TRAVEL**

Vehicle miles driven.

## **WORK ZONE CRASHES**

Determined by location only. These are the crashes that occur in the vicinity of roadway construction, maintenance, or utility workers or designated work zone areas.

## **YOUNG DRIVER**

Any driver who is between the ages of 16 and 20, inclusive.

